

32. (New) The method according to claim 30, wherein, for a braking pressure above 10 bar, the characteristic curve is selected in the characteristic curve selecting step between the vehicle deceleration and the braking pressure so that a vehicle mass is an arbitrary parameter of a family of characteristics between the vehicle deceleration of the braking pressure.

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Amended
33. (New) The method according to claim 30, wherein, for a braking pressure above 20 bar, the characteristic curve is selected in the characteristic curve selecting step between the vehicle deceleration and the braking pressure so that a vehicle mass is an arbitrary parameter of a family of characteristics between the vehicle deceleration of the braking pressure.

34. (New) The method according to claim 26, further comprising the step of determining, as a function of the average deceleration value and a value of the quantity representing the braking force of the time period in which the vehicle speed has a value between the first speed threshold and the second speed threshold during braking, at least one of vehicle acceleration conditional upon an inclination of a roadway on which the vehicle is braking and a mass of the vehicle.

35. (New) The method according to claim 34, further comprising the step of starting the vehicle after a complete stop occurs as a function of at least one of the vehicle acceleration conditional upon the inclination of the roadway on which the vehicle is braking and the mass of the vehicle.

36. (New) A device, comprising:
an arrangement configured to detect a complete stop of a vehicle as a function of a quantity that represents a braking force when the vehicle is braked and as a function of one of a vehicle speed and a speed of at least one vehicle wheel.--

REMARKS

I. Introduction

With the addition of new claims 17 to 36, claims 1 to 36 are pending in the present application. In view of the above amendments and the following

remarks, it is respectfully submitted that all of the presently pending claims are allowable, and reconsideration is respectfully requested.

Applicant thanks the Examiner for considering the previously filed Information Disclosure Statements, PTO-1449 papers and cited references.

Applicant notes with appreciation the acknowledgment of the claim for foreign priority and the indication that all certified copies of the priority documents have been received.

II. Rejection of Claims 1 to 16 Under 35 U.S.C. § 112

Claims 1 to 16 were rejected under 35 U.S.C. § 112, second paragraph as indefinite for failing to particularly point out and distinctly claim the subject matter of the invention. While Applicant respectfully submits that the present claims fully comply with the requirements of 35 U.S.C. § 112, to facilitate matters, claim 1 has been amended herein to recite that the complete stop is detected as a function of one quantity representing braking force when the vehicle is braked and as a function of one of the vehicle's speed and the speed of at least one of the vehicle's wheels. It is respectfully submitted that amended claim 1 clearly defines that the complete stop is a function of the quantity representing the braking force when the vehicle is braked and a function of one of the vehicle speed and the speed of at least one vehicle wheel. It is therefore respectfully submitted that claim 1, as well as claims 2 to 15, which ultimately depend from claim 1, fully comply with the requirements of 35 U.S.C. § 112, and withdrawal of this rejection is therefore respectfully requested.

With respect to independent claim 16, the Office Action does not indicate any reason why claim 16 is considered to be indefinite. Claim 16 recites that "the device . . . for detecting a complete stop detects the complete stop of a vehicle as a function of the vehicle's speed or of the speed of at least one of the vehicle's wheels and as a function of a quantity . . . , which represents the braking force when the vehicle is braked." It is respectfully submitted that claim 16 adequately defines that the complete stop is detected as a function of the quantity that represents the braking force when the vehicle is braked and as a function of the vehicle speed or the speed of at least one vehicle wheel. It is therefore respectfully submitted that claim 16 fully complies with the requirements of 35 U.S.C. § 112, and withdrawal of this rejection is therefore respectfully requested.

III. New Claims 17 to 36

New claims 17 to 36 have been added herein. It is respectfully submitted that new claims 17 to 36 do not add any new matter and are fully supported by the present application, including the Specification. It is respectfully submitted that these claims are allowable.

IV. Conclusion

Attached hereto is a marked-up version of the changes made to the claims by the current Amendment. The attached page is captioned "**Version with Markings to Show Changes Made.**"

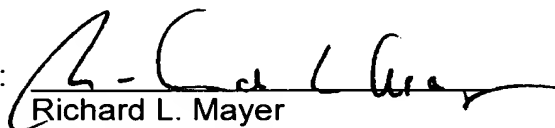
It is therefore respectfully submitted that all of the presently pending claims are allowable. All issues raised by the Examiner having been addressed, an early and favorable action on the merits is earnestly solicited.

Respectfully submitted,

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Version with Markings to Show Changes Made

IN THE CLAIMS:

New claims 17 to 36 have been added.

Claim 1 has been amended as follows:

1. (Amended) A method for detecting the complete stop of a vehicle, the complete stop being detected as a function of one quantity representing braking force when the vehicle is braked and as a function of one of the vehicle's speed [or of] and the speed of at least one of the vehicle's wheels[, characterized in that the complete-stop detection is also carried out as a function of one quantity (P_B) representing the braking force when the vehicle is braked].